

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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In 1952 the following airfields and landing strips existed in Sinkiang Province:

Urumchi (N 43-48, E 85-37)

- a. Bokholang, approximately one mile east from Urumchi Fort, between two hills, Topata and Bayankho. The surface, formerly grass, has been paved with cement; the runway runs north and south. About thirty planes can land at one time.<sup>2</sup> The field is used only by military planes. There are several enclosures within the field for servicing and garaging planes, as well as accommodations for airfield staff, mechanics, and other personnel. A training center for pilots is also situated at Bokholang, and the Sinkiang Army Training Center lies  $1\frac{1}{2}$  miles from the airfield. The air-raid siren for the field is on top of a china factory in Bayankho Mohalla, beyond a small grove of trees west of Bayankho Hill. Three miles from Bokholang airfield are two large educational centers known as Dar-ul-alum and Dar-ul-fanoon<sup>3</sup>, and a half-mile beyond them is the Urumchi power station which supplies electricity to the city. The area between the educational installations and the power house is known as Nalang and is an old airfield, with a barbed wire enclosure. Danger signals are displayed at various points within this area.
- b. Civil Aviation Ground, five miles west of Urumchi on the left of the main road leading from Urumchi to Kuldja (N 43-55, E 81-14). The field, which is clearly visible from the highway, is approached by a small side road. The landing surface is sod, and the runway lies east and west. More than thirty Dakota planes can land at one time. The field contains housing for booking offices, staff offices, and rest houses. This field, which was built by Soviet engineers,

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is under Soviet management, and is manned by Soviet service personnel. It is reserved for civil aircraft only. There are no hills nor trees near the airfield. About a half mile from the field is a police post staffed by one havildar and 12 constables.

- c. Todan Khoban Airfield, three miles south of the Civil Aviation Ground, in front of the Todan Khoban aircraft repair shop which was built and is operated by Soviet technicians. The airfield has a hard surface, and is reserved for military planes exclusively. It is under Soviet control. The only building near this field is a 300-bed military hospital.<sup>4</sup>

#### Kashgar (N 39-29, E 75-58)

- a. Kachiohi Airfield, five miles from the Old City (Sufu, N 39-29, E 75-58) and two miles from the New City (Sulo, N 39-25, E 76-06). The landing surface is poor, probably of hard earth, and the runway lies in an east-west direction. More than ten planes can land at one time, and provisions exist for hangaring airplanes, although none have been stored at this field. This field, which is surrounded by a barbed-wire fence, is reserved for military planes. It was constructed in 1939 and is the only field at Kashgar which pre-dates the Communist regime. A military detachment of some 200 troops is stationed at the field.<sup>5</sup>
- b. Zang Karavul, north of the Old City, on the Kashgar-Urumchi highway. It has a stony surface, and can land about 50 planes at a time. Both civil and military aircraft use this field, which also houses a garrison of 25 Chinese soldiers. A road, passable to jeeps, leads from this field to Astan, Artush (N 39-35, E 75-45), and Turug Art Dawan (N 40-32, E 75-24). This field is considered to be of considerable importance from the Soviet point of view.<sup>6</sup>
- c. Kizil Maidan Landing Ground,  $1\frac{1}{2}$  miles from Kashgar, across the Kizil Darya. This is a fair-surface (sic) landing strip.<sup>7</sup> The Kizil Bridge, about a half mile from the field, is 40 yards long and wide enough to accommodate two trucks and horses at the same time.

#### Khotan (N 37-07, E 79-55)

The only landing field at Khotan is near the Gulbagh Fort, about two miles from the city on the Khotan-Kashgar road. The surface is poor, and the runway runs north and south. This field, which is unfenced, was built during the regime of General SHENG.

#### Kuldja

- a. Bayandai Airfield, nine miles from the city on the Kuldja-Urumchi road. This field has a grass surface and a north-south runway. It was built by Soviet engineers, is reserved for military aircraft, and is out-of-bounds to civilian personnel. At one time it was used as a center for training pilots.
- b. Bayanisk,  $3\frac{1}{2}$  miles northeast of the city. It has a grass surface, and is used by civil aircraft. The field, which is under Soviet management, has provisions for booking offices, rest houses, and the like.<sup>8</sup> A police post with one havildar and 30 constables is situated a mile from the field.

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Ak'osu (N 41-09, E 80-15)Aksu Airfield is only a small landing strip, with a poor surface.<sup>9</sup>Hami (N 42-48, E 93-27)

A Soviet-built airfield lies about  $1\frac{1}{2}$  miles east of Hami. It has a poor surface and an east-west runway. Both civil and military planes use the field, which is near a small stream and a clump of trees. A Chinese army battalion is stationed near the airfield, and the Batan Military Station, the largest military post in Hami, lies one mile to the south of the field.

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[ ] Comments

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1. [ ]
2. It is not clear whether the capacity of the field reported refers to Bokholang alone, or to Bokholang and the Nalang area. The precise relationship between the Nalang area and Bokholang is not clear.

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[ ] Comments

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3. [ ] Darul Phunoon (university) at Urumchi.

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4. [ ] airfield at N 42-54, E 87-21, near the partially dismantled Tutungho aircraft factory, 12 miles from Urumchi, and 6 miles from the Urumchi-Wusu road. [ ]

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[ ] the airplane factory near Urumchi had been dismantled.

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5. [ ] airfield at N 39-25, E 76-60 (sic), one mile southwest of Sulo, with a 1,500-yard runway lying northwest-southeast.

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6. This may be the Artush airfield (N 39-35, E 75-45) [ ]

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[ ] about 12 miles northwest of Kashgar. [ ]

7. It is not clear whether the surface is fairly good, or good only in fair weather. The description of the bridge is also obscure.

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8. The Bayanisk airfield at Kuldja is probably [ ] an intermediate stop for the Alma Ata-Hami air service.

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9. [ ] this airfield was reported as having four hangars, with four more under construction in 1941, but to have been last used in 1946 by the Chinese Air Force.

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